GRUMMAN plane news

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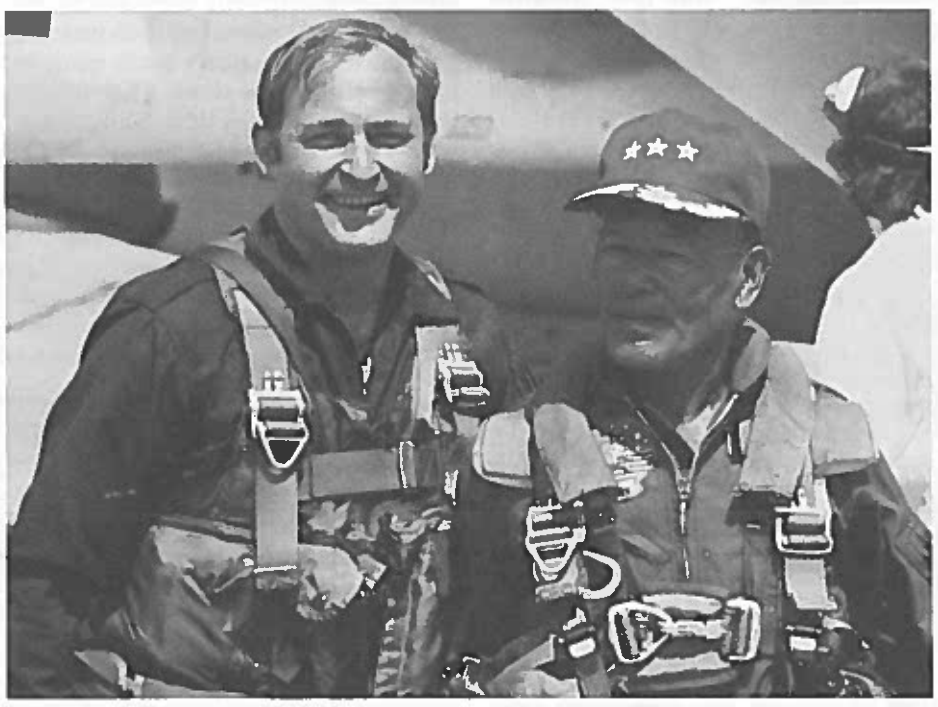
SAMSO selects GAC for space study pact

Two days before the Nation's 200th birthday, the men and women in Space Programs, Plant 25, staged their own mini-celebration when news arrived that the U.S. Air Force Space and Missile Systems Organization (SAMSO) had selected Grumman Aerospace as one of two winners of a $2.2-million military space study. The other company chosen was Aerojet which is teamed with TRW. Both Hughes Aircraft and Rockwell International submitted proposals but were not selected.

The new SAMSO pact culminates over three years' effort by both the Advanced Development and Space Programs departments in the field of mosaic-sensor system design, according to Don Imgram, director of Space Programs. For the next 22 months, Grumman will be defining and validating the applications of this technology to future mosaic-sensor satellites.

The latest Space Program study award is the first of a three-phase research-and-development program leading to a major military space hardware program for the 1980s, reports program director Jim Fulton. Both Grumman and Aerojet will now compete for Phase II, which has an estimated value of $35-million. In keeping with the military's "fly before buy" philosophy, Phase III will involve a flight demonstration of a scaled-down mosaic-sensor satellite.

Grumman's associates in this effort are Carson/Alexiou Corp., Newport Beach, Calif.; Itek Corporation Optical Systems Division, Lexington, Mass.; IBM Federal Systems Division, Westlake, Calif.; and Texas Instruments Inc., Dallas, Texas.



Tomcat test. On July 14, the Japanese Air Self Defense Force (JASDF) team headed by Lt. Gen. Toshimitsu Komatsu and Maj. Gen. Norihide Higuchi completed a three week evaluation of F-14 Tomcat at Calverton as a possible replacement for JASDF's aging F-104s. Shown above is General Komatsu with Navy Lt. Cdr. Dave Hoffman after flight in Tomcat at Calverton.

Sterling ideas earn bonus bond awards

Fourteen Project Sterling winners discovered that lightning can strike twice, as they were named recipients of bonus U.S. Savings Bonds for top cost-saving ideas that had earned regular bond awards during 1975.

Eleven awards were presented (three of them were shared) during the 10th annual Project Sterling awards luncheon recently. Figures released at that time show that during 1975, 3,747 employee suggestions were submitted, out of which 2,824 were approved. Of those approved, 607 were awarded savings bonds, with the remained receiving gift certificates.

Capturing the grand award of $1,500 in Savings Bonds and an engraved bowl were Willard Rutherford and the team of Frank Savage and Charles Kocka. Rutherford, from Plant 56 in Glen Arm, Maryland, originally won $1,350 for his idea of a revised clamping arrangement to hold a complex F-14 machined part. The idea reduced time, improved quality, and eliminated hand operations. He has eight previous approved suggestions, and has also received nine certificates.

Savage and Kocka, from Plant 2, originally shared $1,350 for devising a set of tools to maintain specified clearances during prefit operations of tubing and fittings. Savage has had two suggestions approved and earned two certificates, while this was Kocka's first bond-winning suggestion, although he had previously earned a certificate.

During the luncheon, Grumman Aerospace President and Chairman George Skurla offered his congratulations to the winners from the past year for helping to cut and avoid costs.

"Anytime anyone can cut costs, it's a big plus for us, individually and collectively," Skurla said. "It's important for people to get involved in their work, because involved employees are motivated."

He urged the award winners to "go out and preach the word about Project Sterling" among their co-workers.

Few people realize that the bonds awarded by Grumman as prizes are tax free, with the company picking up the Federal and State taxes on each award. The total cost of the bonds awarded last year was $224,475, with the associated first-year savings of the ideas totaling $9,985,600.

Since the program's inception in 1967, over 15,599 suggestions have been approved, with 4,010 suggestions awarded bonds amounting to $820,911. The other ideas brought certificates for gifts. The associated first-year savings of the ideas since 1967 is an impressive figure of $61,721,480.

The Project Sterling awards committee selects the 25 top ideas from the past year. These ideas are reinvestigated and reviewed, and from these, the top 11 ideas for the annual awards are chosen.

From the top six, a special executive committee, comprised this year of Senior Vice President John O'Brien, Vice President Tom Kelly and director of Manufacturing

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what do you think?

Last month, Plane News asked supervisors and foremen what qualities they look for in employees. So to provide equal time, we went to Plants 43 and 44 in Great River to ask employees: What are the qualities you look for in a supervisor? In all cases, those who answered were asked not to base their response on people they currently work for, but on the "ideal" supervisor.

Joann Barnhart

Supervisors should treat their secretaries with respect, and should treat you like an adult, even though you may be younger than they are. They should also be able to handle special problems when they occur. Being a woman, I want to be treated like a woman, not like one of the men.

Richard Jordan

I think a good supervisor should show concern for his workers. This would include listening to the people who are doing the jobs because they are the ones who run into problems. These problems could then be passed on to the engineers to be straightened out.

Barbara Barker

Someone that is fair, treats all employees equally, someone that has no favorites. If a boss can't tell you the whole deal, then at least he should try to be honest to a certain point. He doesn't have to be your friend, just a good associate.

Ed Blackmond

An ideal supervisor should be able to understand his people and be open to suggestions in order to make a department run smoother. He wouldn't just take the leadman's word on everything but would also check with all the people involved to find out what the situation is. Many bosses don't even want to hear anything the worker has to say; they go strictly by the leadperson, who's not always right.

Bill Eissler

Just like in the service, a supervisor should be a leader, someone in your mind you think you can follow. He should have a pleasant personality, and know how to handle people to get the most out of them.

Peggy Zarnay

From a secretary's standpoint, an ideal supervisor would be someone who makes a secretary feel she is competent and capable of doing anything that needs to be done. He should be able to trust in you, and know that he can give you anything to do without a second thought.

Frank Russo

I think that supervisors, not only here at Grumman but all over, should show consideration for their workers and have feelings for them, rather than just be domineering. I've been in this business about 30 years and I've seen that the boss who has a feeling for the workers and makes them feel needed, usually gets more work out of them.

Christine White

A supervisor should know the job, earn the respect of the employees, and be the kind of person I'm going to look up to. A supervisor should always be there when you need him, and when it comes to handling a situation, he should be patient with his employees at all times.

Pat Maltempo

A supervisor should be fair, honest, and willing to listen to your problems, to help correct any problems on the benches they might not realize are there. I've been pretty lucky, because all the supervisors I've worked for have been very understanding and have had the qualities I look for.

Marie Bennett

An ideal supervisor should have integrity and show no partiality towards the sex of his employees. If a woman is doing the same job as a man and can show she is doing a good job, then when it comes to salary, it should be on an equal basis.

people

On June 23-27, two Grummanites, Mary Chisholm of Corporate Programs Management and Sima Miluschewa of Engineering, attended the Society of Women Engineers (SWE) 1976 National Convention held in Denver, Colorado. Engineers and scientists from nearly every state gathered to assess the frontiers of space exploration.

Founded in 1950, SWE is a non-profit educational and service organization dedicated to making known the need for women engineers and to encourage young women to pursue engineering careers. This professional society, which has a New York City Chapter, serves as an information center for women in the engineering field, and encourages women engineers to attain higher levels of education and professional achievement.

This past year the Society has increased its membership to over 4,000 national and international members with active student chapters at 42 colleges, universities, and engineering institutes. According to Miluschewa, a long-time SWE member, an amendment was recently passed that allows men to join the engineering society. For the past two years, Grumman Aerospace has been a corporate charter member. If you are interested in joining SWE as a full-pledged, associate, or student member, contact Miluschewa on Ext. 2596 or 6854.

Air show

Nassau County will climax its Bicentennial celebration with a Spirit of '76 air show, July 30, 31, and August 1, that will be open from 10 a.m. until five in the evening at the Nassau Coliseum. Each day the same air shows will take place, so if you miss something one day, you can see it the next. And the price is right—admission is free.

Plans include full afternoons of aeronautical extravaganza—flying antique aircraft, sky divers, gliders, stunt flying, hot air balloon races, helicopter acrobatics, and a precision flying team. Besides the sky show, there'll be a ground show at the Coliseum highlighting flying history. Among the displays will be a mammoth kite show, the Wright Brothers' cycle shop, Lindbergh's "Spirit of St. Louis," World War I planes, a 14-foot model of a commercial jet, and the Lunar Module, built by Grumman Aerospace at Bethpage.

They celebrated, too...

Though they're over 7,000 miles away, Grumman families in Isfahan, Iran, marked their homeland's bicentennial in a way popular throughout the United States—a big, Fourth of July cookout. The all-day outing included beer, soda, and hot dogs (what would a Grumman picnic be without them?), games, swimming, and dance music. A special guest was Bill Voorhest, special assistant to George Skurla, who carried greetings on the occasion from the Grumman Aerospace Board Chairman. Happy bicentennial to our fellow Americans and fellow Grummanites in Iran.

High flyer

Lt. Bob Linnander, Va-196 landing signal officer, logged 1,000 hours of flight earlier this year in an A-6 Intruder. He was presented with a plaque noting the achievement by Grumman representitive George Johnson (R) while on board the USS Enterprise during their last at-sea period.

Tom Guarino

Bill Trillo

Bob Bohlander

Pete Remington

Al Verderosa

Continue company streamlining as five get new posts

The latest major move in the continuing realignment of corporate activities begun by Chairman and President George Skurla last November has resulted in five new appointments: Vice President Tom Guarino is director of Navy Programs, and the newly appointed program directors reporting to him are Bob Bohlander, F-14; Al Verderosa, E-2 and C-2; and Pete Remington, A-6. In another area Bill Trillo was named general manager of the new Bethpage Responsibility Center.

Under Guarino and the new directors, the Navy program will be managed in much the same way as they have been. (The EA-6B Prowler comes under Vice President Bob Miller, director of Electronic Warfare Programs.) The difference, said Guarino, will be a more closely coordinated presentation of the aircraft to the Navy. "Our first objective is to increase the operational readiness of the F-14, E-2, and A-6 programs so that Grumman aircraft are recognized, without question, to be the finest in the Navy inventory.

"We build more airplanes for the Navy's carrier force than any other company. The entire effectiveness of the Navy air force depends on Grumman since we currently have four aircraft types on their carriers. The key to accomplishing this objective is reliability and maintainability improvements and a concentration on aiding the fleet-user. We expect to intensify the quick reaction we've been making to the fleet's needs. If they need something, we'll get it to them as soon as possible."

Guarino finds that each program does some things especially well. His intention is to "cross-pollinate" by taking the best approaches from each program and introducing them to the others. At the same time, the programs will remain self-sustaining entities. "Each program director can be compared to a president of a small company," says Guarino. "He has the responsibility for turning out a high quality product, getting the customer's satisfaction, making a profit, and keeping his product going smoothly."

Navy programs will work with and support the Business Development Department to assure that the maximum sales potential is reached. "I'm looking for a closer working relationship between the programs and Senior Vice President Mike Pelehach and his people in Business Development," Guarino says.

Guarino sees the future state of the Navy programs in a clear light. "The A-6 has a healthy production run in front of it, based on the extremely good job it's doing. The E-2C has a very good future in terms of additional sales, perhaps as many as 100 aircraft. I think the F-14 has a promising future in terms of additional sales to both the Navy and overseas. The key to the future is to continue demonstrating to the Navy that Grumman products and services are the finest in the Navy inventory."

New emphasis

Executive Vice President for operations Ralph Tripp sees the establishment of the Bethpage Responsibility Center as having, "the same characteristics, interfaces, and purposes as the others. All are set up on the same basis—to improve efficiency and keep schedules and budgets on target."

The Centers are the new managerial means of keeping track of a product from its inception into the plant as raw material until its delivery as a saleable item. Now each group of manufacturing plants in a responsibility area must operate with its own budget and schedule. The former method, lumping all plants together on a common budget, did not show all individual areas and concentrated primarily on the company's performance as a whole.

By measuring performance in production, time, and quality of work, it is possible to pinpoint and control efficiency in each segment of the manufacturing process. This is accomplished by continuously comparing each area's current budgets and schedules against those in previous time periods for work in the same as well as similar areas. Performance will be shown as improved, maintained, or dropped below previous levels. Perhaps best of all, tracking of this kind can indicate negative trends in production areas more easily. Solutions, hence improvements, can then be implemented at the source of a problem before it affects production in another manufacturing center.

Bethpage becomes the largest of the responsibility centers with its eight production plants. That includes Plants 1 through 5, 27, 36, and 37. The Center is responsible for producing detail parts and subassemblies, delivering them to other Centers where they are assembled into final products. Each product must be made correctly and on time in order for the receiving Centers such as Calverton to complete aircraft on time, within budget.

Until recently Frank Messina was both general manager of the budding Bethpage Responsibility Center and director of Manufacturing. As such he melded two areas. "We're in the process of separating the Bethpage Center's duties from those of the Manufacturing Department," says Trillo. "My first job is to define the new Center—working with Frank and his people—to make the separation. My function is local and Frank's is corporate. He ties into all responsibility centers. So what we're really doing is breaking down our Bethpage operations into more manageable parts."

The Bethpage Responsibility Center will continue to generate resources such as subassemblies for other Centers, according to Trillo, culminating in aircraft that are delivered from Bethpage and Calverton to the customer. "Our performance in Bethpage will be measured by our ability to meet budgets and how well we feed the finished parts into Calverton. Then they will be measured from the time they get the parts through flight testing, and delivery of the aircraft."

Tripp says, "I'm enthusiastic about the responsibility center concept because it has worked so well at Peconic and Great River. We have to be competitive and make better airplanes less expensively than anyone else. If we are competitive, there's more work than we can ever hope to do. We came up with the responsibility center concept a few years ago to improve our efficiency. That's really what it's all about."

Overview. When Richard Harshman (3rd R), director of Procurement, Programs, and Budgets for the office of the Assistant Secretary of Defense, visited Stuart recently he received a detailed briefing on the Army's OV Mohawk program. Harshman is shown sharing a laugh during Plant 77 tour with (L to R) Len Dutil, Lt. Col. Ed Walsh, Bob Benito, Tom Doyle, and Lt. Col. John Top.

Dollar-wise employees reap U.S. bond rewards

As fast as money saving ideas spring from the minds of Grumman men and women, the financial rewards flow just as fast from the Project Sterling office.

In fact, U.S. Savings Bonds awarded to Grummanites in the month of June alone total $21,975, with the associated first-year savings of the implemented ideas totaling a whopping $3,491,746. Add to this the possibility of any idea winner from the past year being eligible for the annual bonus awards, and you have quite an inducement to start cranking out prize-winning suggestions.

The top idea for June came from down south, Plant 56 in Glen Arm, Maryland, to be specific, where Bill Meininger notched his seventh bond-winning award.

His six previous Project Sterling awards had ranged from $50 to $300, and even he knew that his latest idea was "a pretty good savings" to the company. The idea men in the Project Sterling office thought so, too, and Bill was "quite elated" to learn that his idea had netted him $1775 in Savings Bonds for an idea with a projected first-year savings for the company of $40,000.

While working in the machine shop, Bill, an electronics technician, would come across position indicators that would malfunction, and be unrepairable, even by the manufacturer. By using parts from the old indicators, plus parts of his own design, he changed the indicators so malfunctions could be repaired within two hours.

For now, Bill says the bonds will just collect interest, but he may decide to use them in the future to help buy a house. While he currently has nothing on paper, Bill added that he is thinking of some more ideas. "They come sporadically," he said, "so you always have to keep thinking."

Another top prize

Another top idea winner was Myrtice Holland from Plant 43, Great River. She had previously won nine award certificates and two small bond awards before capturing $1450 in bonds for her latest idea, which has a projected first-year savings of $24,400.

Myrtice, a Grumman employee for 10 years and a leadperson in Great River, explained that one of her coworkers was having trouble holding electrical pins and wire in the proper position while using a crimping tool to join them together. By designing a tool to hold the wire and pins, Myrtice helped cut down the number of damaged pins and the time involved replacing them.

As a leadwoman, Myrtice said she always talks with her co-workers about submitting ideas, and was "very happy and surprised" to learn of her award. Right now, she plans to share the money with her husband and purchase a cover for their boat.

The third highest idea winner was also from Great River. William Harris, now a leadman in Ground Support in Plant 44, was working in the circuit analysis department when, "purely by coincidence," he came across his prize winning idea, which netted him $1350 in bonds.

He found that one particular type of extraction tool used to remove electrical pins from their connectors would constantly damage the connectors. He decided to try using a different type of extractor than the plans called for and discovered that the substitute tool worked better, not only on that connector, but several others as well.

A Grumman employee for 13 years, Bill had received three award certificates before submitting this latest idea, which results in first-year savings of $21,600. Being a father of four sons, Bill plans to put the money aside to help send his children to college.

With another idea already under consideration, Bill explained that he always likes to study not only his work, but the jobs of others "to see if there are any ways they can be done easier."

A familiar name also popped up among the high winners in June. Harold Lockwood, fresh from winning $1,750 in bonds for a March award, can now add $1,350 to his 1976 award total. A Grummanite for 29 years, Harold has crossed the $1,000 mark five times for his suggestions; in 1955, '59, '71 and twice in 1976.

His latest invention was a tool he designed to pull sleeving over "o" rings, a time-consuming job which, in the past, sometimes had taken two people to perform.

Harold likes to "keep his eyes open" to see what jobs can be made easier. Noting the number of large awards he has received, Harold explained that it just turns out that "big problems solved mean big rewards."

Clifford Eckhardt, a Grumman employee for four years, works nights in Plant 6 in Calverton on the F-14 program. His suggestion to eliminate a bracket which he proved to be unnecessary earned him $1,125 in bonds, his first dollar award after winning eight certificates.

A father of a little girl, Cliff foresees a trip in the near future for his wife and himself, thanks to his latest idea. "It's always good to help keep costs down," he noted.

Other awards included:

$1200 — Rosario DeLuca/Robert Malfa, both of Mech-Struct. Fluid Fab., Pl. 43.

$1000 — Nelson Bolton/William McCormick, both of Wing Sub-Assy, Pl. 3; John Peterson/Daniel Goldberg/Anthony Lambert/Robert Jackson, all of Fluids, Pl. 6; Harry Huttenlocher, Stabl. & Cntrl. Eq., Pl. 35/Bruno Reciputi, F-14-PPO, Pl. 1.

$900 — Josephine Matters/Jerald Ernst, both of Elect. Box Pan & Drw. Fab., Pl. 43.

$725 — Patsy Tierno, GSE Mech/ Fluid, Pl. 43.

$600 — William Boehmer, Mach. Shop, Pl. 56.

$575 — Frank Santagata, Conv. Mach., Pl. 3.

$525 — Thomas Butler, Structures, Pl. 6.

$500 — Kurt Weidig/Donald Callahan/John Lacey/Garry Skall/Carl Iberger, all of PPO—F-14, Pl. 1; Anthony Mascola, Mgmt. Stf., Pl. 27; Charles Harman, Mach. Shop, Pl. 56.

$400 — Robert Martin/James Schnaderbeck, both of Flt. Avionics, Pl. 4.

$375 — Emory Bell, Mach. Shop, Pl. 56.

$350 — William Lent, Structures, Pl. 7.

$275 — Robert Barkman, Mach. Shop, Pl. 56.

$250 — Joseph Ambrose, Structures, Pl. 6; Joseph Whelan, Req. Plng., Pl. 30.

$225 — Glen Riley Jr., Mach. Shop, Pl. 56.

$200 — Dominick Simone/Robert Dejewski, both of Transportation, Pl. 7; Chester Jurusik/Peter Vitale, both of Req. Plng., Pl. 30.

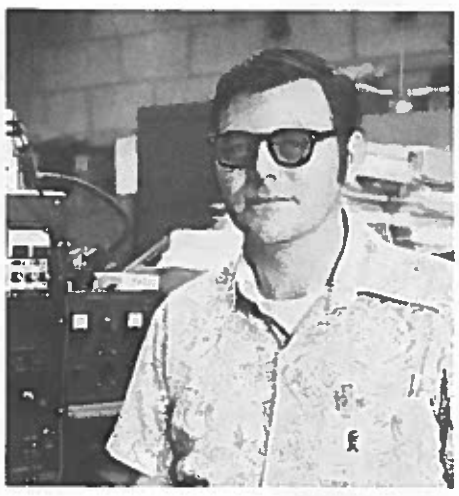
$175 — Edward Nolan, Sub-Assy., Pl. 1; William Gibney (now retired), P/S Verif. & Prod. Sup., Pl. 2, Alexander Stefanovich, Structures, Pl. 7.

$150 — Joseph Vaccaro, Elec.-Mech. Design/Joseph Cittadini, Elect. Des., both of Pl. 1; James Stegmeier, Inv. Plng. & Analy., Pl. 30.

$125 — James Dysart, Sub-Assy., Pl. 1; Frederick Hammerschmidt, Honeycomb Prep., Pl. 3; Clifford Rudolph, Fluids, Pl. 6.

$100 — Consantine Chelales, Ind. Engg. Layout & Equip., Pl. 2; Jonathan Kimball, Matl. Shortage Cntrl., Pl. 5; Joe Moore/Frank Koelbel/Richard Appio/Bruce Lail, all of Fluids; Eugene DiFanzo/John Linihan, both of Elect. Install., all of Pl. 6; Robert Penner, Engr. Power Plt. & Envir. Gr. Head, Pl. 35; John Romanski/Aniello Pellegrino, both of ILS Elect. Pkg., Pl. 40; Thomas Boggs (a two-time winner) and Myrtice Holland, both of Elect. Box Pan & Drw. Fab., Pl. 43.

Myrtice Holland



William Meininger

William Harris

Harold Lockwood

Clifford Eckhardt

'flying at night, at low altitude, in any weather, is where it's at'

WHIDBEY ISLAND, WA.—The view from here is spectacular. Situated as it is on the shore of Puget Sound, the naval air station at Whidbey is surrounded by waterways, and heavy woods dot the area. Looking toward the southeast, the snow-capped Cascades loom large on the horizon, while to the west, along the coast, the Olympic range is clearly visible. Occasionally, when there is bright sunlight and an absence of heavy cloud cover, those with a discerning eye can sometimes see—way off in the distance—Mount Rainier rising into the mist that shrouds its peak.

Storm clouds rolling in from the sea run up against the Cascades, are hurled back, and linger in the area for days, even weeks, before dissipating. Though Whidbey is far enough north to avoid most of the heavy rainfall, sprinkles, light mist, and overcast skies are usually part of its daily weather diet. "It's rather severe territory," says Cdr. Robert (Rupe) Owens, skipper of VA-128, the A-6 training squadron for the Pacific Fleet. "There are mountains around here that are about as bad as any in the world. And there are plains in parts of eastern Oregon and Washington that provide us with a different terrain. There are rivers and streams and the seacoast, and miles and miles of sea. There're all right here. That's what makes Whidbey such an outstanding place to train air crews to do the kind of job the A-6 has to do."

Plane for all seasons

You soon get the message. Taking off from a carrier deck in the dead of night—sometimes in the foulest of weather—and flying low across dangerous terrain to hit heavily fortified enemy positions takes more than daring. It takes confidence and skill. A plane you believe in. A team of mechanics and technicians who care for it with the same concern as though they, too, were in the cockpit. And, sometimes, it even takes a little luck.

Most veteran A-6 crews agree that they have a plane they can believe in. The advanced A-6E Intruder is a twin-engine, long-range, all-weather attack aircraft equipped with a modernized attack-navigation system consisting of a multimode search radar for ground mapping, terrain clearance, and track-while-scan for weapons delivery.

More important, this allows A-6E crews to launch with their planes from a carrier in pitch-black conditions, navigate hundreds of miles through bad weather and mountainous terrain to seek out and attack enemy targets with upwards of 15,000 pounds of bombs, then return to land on the carrier far at sea without ever looking outside the cockpit for navigational assistance.

They have the plane. It's up to Commander Owens and the instructor pilots and bombardier-navigators of VA-128 to train new air crews for the Pacific fleet Intruder squadrons, and provide them with the operational experience that builds the confidence and combat skill necessary to fly successful missions.

It's an intensive syllabus, about 400 hours for pilots, 600 for bombardier-navigators, and several hundred for avionics technicians and aircraft mechanics. Such rigorous training prepares them to move into operational attack squadrons as permanent members. And though the atmosphere is friendly and the small talk flows freely during coffee breaks, the banter ceases when it's time to get down to business ... because it's deadly serious business.

Most of the pilots going through A-6E training at Whidbey are new aviators—referred to in the fleet as "nuggets"—who have logged about 250-300 hours, but who still have a "license to learn," says Rupe Owens. And learn they do. They're introduced to the twin-jet Intruder through a series of familiarization flights to get the feel of the plane and how it handles during emergency situations, acrobatics, touch-and-go landings, and combat maneuvering before proceeding to high-speed formation flying.

New bombardier-navigators, who come to Whidbey as naval flight officers with a basic knowledge of computers, radar, tactics, and navigation, get their first look at the A-6E attack system from the inside of a TC-4C. This modified version of the commercial Gulfstream I is outfitted with four B/N positions and accompanying displays for the radar, computer, navigation, and weapon delivery systems that make up the A-6 attack system. On these flights, as many as four B/Ns get over-the-shoulder coaching from an instructor on systems operation and combat tactics. They spend hundreds of additional hours at ground school studying the various system components and how they tie-in together in the system before being strapped into the A-6 cockpit for actual weapons delivery and navigation missions.

Full-size training aids

The same dedication is expected of the aircraft mechanics and avionics techs going through training. The Naval Aviation Maintenance Training Detachment facility, a building that cost several million dollars to build and holds nearly $25 million in equipment, is headed by Cdr. Bob Burke and staffed with more than 100 weapon- and aircraft-systems instructors. Sailors get the opportunity to apply knowledge gained in the classroom to a variety of training aids that include full-size replicas of the Intruder's ordnance, fuel, and hydraulic systems panels; a KA-6D in-flight refueling panel; various and sundry black boxes and associated test equipment for the A-6; and a full-size J-52 jet engine. When they return to the squadron, senior petty officers continue their on-the-job training in the maintenance department.

Although they'll never fly the Intruder, maintenance personnel going through the training squadron get special attention from Owens because he and the fleet squadron skippers depend on them to keep the planes operating safely and in the air so that the air crews can complete their mission. "We emphasize that we don't need sunshine to operate this plane," says Owens. "And when I tell them what we use this sophisticated electronic gear for, they are really im-

(Continued on page 6)

(This is the first of two articles that will appear on the Grumman A-6E and EA-6B at Whidbey Island. Unfortunately, PLANE NEWS was unable to speak with all squadron skippers at the air station due to sea deployments and other training commitments.)

pressed. I think it gives them a feeling of pride to be involved in an operation that has a mission like we have and knowing what an important part they have in making that mission successful."

Pilots, B/Ns, and maintenance personnel are pointing toward one thing—acquiring the necessary experience to move into the next phase of their indoctrination: deployment to a remote area where they can test their new-found skills in inertial navigation and delivering ordnance on target, and, eventually, qualifying for carrier operations.

"We try very hard to teach these youngsters the ins-and-outs of all-weather attack aviation. It's a very demanding business. You not only have to know how to fly the airplane in the daytime, you must be able to fly it at night, at low altitudes, sometimes as low as 800 or 1,000 feet above the terrain here in the mountains. We use, we teach, and we push the concept of terrain clearance radar because we feel very strongly that provides us with the capability to do something no other airplane can do—no other Navy one, at least. We know from our Vietnam experience," he continued, "that low altitude flight is a safety precaution. When you go into a high-density, sophisticated enemy defensive area, low-altitude flight will reduce their ability to locate an attacking plane, and even if they do pick you up, it makes their weapons-solution problems much more difficult.

"So flying at night, at low altitude, in any weather, is where it's at in attack aviation. You get into the target area, drop your bombs on target, and get the hell out of there. Tomorrow you can come back if you have to. Or next week. And there's enough experience around here to sit there and point the way. They can look at our instructors—they're all combat aviators and bombardier-navigators—and say, 'Hey, these guys have all been there. It's not some guy whispering in the wind up there.' "

At first, says Owens, there's still some apprehension about letting terrain-clearance radar guide the plane over dangerous territory. But once they start trying it and start building confidence in the system, according to Rupe, "It's amazing how fast they pick up on it. We advertise 1,000 feet of clearance here in the squadron for our training missions, but every now and then we might ease over a peak at less than that. In actual combat conditions, the requirements are damn near down on the deck.

"What's so great about Whidbey is that we often have low ceilings, rain, and a lot of cloud coverage. If we depended on visual flight conditions we'd never get our training done so we just go ahead and launch out of here. A lot of times the end of the cloud is about 400 ft. off the ground and you never see out of the airplane again until you come back and land."

That confidence in the aircraft, air crews, and maintenance people is backed up by the squadron's safety record: In a little over two years of operations, VA-128 has logged more than 26,000 accident-free hours.

Pushing for perfection

Once the newly-qualified A-6E pilots, bombardier-navigators, and maintenance personnel are transferred to permanent squadrons, the training continues, this time not only as an aircrew team, but as an entire squadron.

"Some of the new bombardiers are pushing the veterans pretty hard for top honors in inter-squadron bombing competition. We push pretty hard out here for professionalism. It's not enough to just know how to work the airplane and the systems. You have to develop an attitude that makes you want to do it better than anybody else. Here at Whidbey, the spirit of competitiveness—in each squadron and between the squadrons—is really, really strong."

There are also other key segments of the Whidbey organization at work to assist squadron operations. Cdr. Ben Holt, wing maintenance officer, describes the task of his group as resolving "any maintenance problem in the wing, with safety of flight our first responsibility." He describes the task as one that can take 24 hours a day, seven days a week to insure that all aircraft modifications, engineering changes, and corrosion control measures are incorporated in each of the wing's attack planes. They call one of Holt's aides, Lt. Jim Black, the man with the "bionic" ear because of the many phone conversations he has with squadron personnel to arrange these schedules to help them meet their operational requirements.

There's no slackening of the pace in the various maintenance departments, either. Cdr. Ray Kirby is responsible for six major shop divisions—airframes, power plants, parachute rigging, avionics, instrument calibration, and ground support equipment—that include 22 workcenters where more than 600 people are assigned, only some of them on permanent assignment. The major portion of those moving through the depots are squadron personnel who work and learn in the various shops while preparing for the day when their squadrons go to sea for carrier duty and they have to maintain the aircraft on their own.

In maintenance, the pride at Whidbey shows through, too. Lt. Bud Wilson, who's scheduled to go to Cubi Point in the Philippines this month, prepared for his new job there by heading the engine overhaul shop at Whidbey. He says that the money-crunch has forced his men to devise new ways to keep the A-6 engines operating, and he points with undisguised pride at the fact that Whidbey has the only intermediate-level maintenance facility with permission to repair fuel nozzles. The result: $322,000 in savings to the Navy.

That type of spirit helped earn the facility an all-Navy maintenance award in five of the last six years. "Look at those kids," Wilson exclaimed. "All of them are youngsters. They work hard, try hard. They have a lot of talent. They're really stroking."

Important to defense

Commander Lyle Bull, commanding officer of VA-196, would agree with that. "We talk to every person who checks in to VA-196. They all get a real dog and pony show from me so they'll know what our aircraft does, what its reputation is, and how important it is in our defense.

"When we're ready to man an aircraft, we take a chart and tell our maintenance people and trouble shooters where we're going and if we're going to drop live bombs or not. We want them to know and feel as much a part of that mission as the crew, because they are. If that plane isn't maintained properly it won't get in the air, and if the systems don't work properly, we can't complete our mission. Those guys are vital to our squadron performance and we want them to know about it and care about it."

Bull is even more emphatic about the Intruder. The skipper of VA-196, one of the many Vietnam combat veterans at Whidbey, has been flying as a B/N in the A-6 since the mid-Sixties. "I've been in the A-6 community for 10 years now and I've seen the growing pains we had to go through with the A-6A. But now that we have the A-6E we're very enthusiastic about it. I've been flying it a year and I have never had a radar failure in my plane. And the radar is so versatile that you have many, many options to choose from. And I've had only one gripe on the computer. We're talking about a very exciting thing in aircraft systems."

Looking to the future, he sees even better things coming down the pike, and he's not reluctant to say so. "I think the A-6E TRAM is probably going to be the greatest attack aircraft the world has ever seen."

Bull's attraction to the A-6E is understandable. "I can keep the aircraft maintained with sailor maintenance. Reliability is improving. And we've taken the original A-6A engineering design and technology and we've improved them all along the line till we've got a hell of an operator's aircraft in the A-6E."

'Machine you know can do the job'

Capt. Bob Miles, deputy chief of staff for readiness at Whidbey, calls the A-6E "a machine you know can do the job." And, according to Miles, the proof is on record. "Take, for example, VA-165. Cdr. Buck Belcher's squadron is the first attack squadron to achieve a monthly target accuracy of 'bullseye.' It's documented through a computerized calculation of their bombing runs, and it's not just a small sampling, it's a large sampling."

Miles remembers the A-6 when it operated from the Enterprise during the Vietnam war. "I recall when the only planes we launched were F-4s, which went up on barrier patrol, and the A-6s, which went and did their thing. The weather wasn't suitable for launching anything else." But he also remembers that the A-6A was a very difficult airplane to maintain and it had some accuracy problems. "It was like starting out with the first light bulb. You know, it didn't burn very long, but look where we've moved to now. The A-6A was the beginning in the state of the art. Now we've got the A-6E. With its CAINS and TRAM, the A-6E has proven that it has got the accuracy we need to do the job. With just a few small refinements, we've got a piece of machinery that can stay with us for a long time."

Grumman Family Picnic '76

The order of the day was "eat, drink, and be merry." And, that's exactly what Grummanites and their families—37,000 in all—did at the Grumman Family Picnic on July 17, 1976.

Over two tons of hot dogs, 75,000 cups of soda, 170 half-kegs of beer, and 1,600 dozen ice cream cups were consumed. That doesn't take into account the wide variety of dishes prepared by outdoor chefs showing off their barbeque skills.

While many choose such sedentary pastimes as chess, snoozing, and chatting with fellow workers, hundreds participated in the traditional relay races that ran from 10 a.m. til 2 p.m.

At 11:30, the Grumman Employees Band took a break long enough to have the Minutemen Drum Corps of L.I., add to the bicentennial flavor of the day by leading young tykes about the grounds in an impromptu colonial parade. Immediately following the event, people gathered around the center stage to watch the traditional hour-long children's entertainment.

Adding an international touch to the '76 picnic was the youth soccer game between Hicksville Americans Soccer Club and a West German team in which the visitors won in overtime, 4-3.

Every year, people proclaim, "it's the best picnic ever." Undoubtedly, if you were one of the 37,000 who attended the '76 Grumman Family Picnic, you, too, would have to agree "this year was the best of the best."

While picnic workers served hot dogs and ice cream, a Medical staff of six nurses and three doctors supplied aspirin, bandaids, and Alka Seltzer to the picnic troops. According to nurse Ada Colter, this was the busiest year she can remember for the First Aid Center.

Relay races claimed the highest number of casualties in the cuts, bumps, and bruises category. After the adult's wheelbarrow and three-legged races, the first aid center was filled to capacity, reports Colter. Of course, many picnickers were afflicted with the "eyes bigger than stomach" ailment; several also suffered from a little too much fun in the hot sun.

Though at times, those on lines wrapped around the ride attraction had to wait at least 45-minutes for a spin, it didn't seem to dampen their picnic spirit. The most popular amusement ride, by far, was the caterpillar. "It's the scariest ride here," said one youth. Replied another, "It feels like your neck is going to snap." The fans survived the wait in the sun by sending out convoys for hot dogs, soda, and ice cream. Full stomachs did have an effect on some caterpillar diehards: "I had to lay off the franks for a while; that last ride almost killed me."

Robert Genova is certainly a patient lad. By 2 p.m., he had already ridden the Tilt-a-Whirl, Catepillar, and the Jubilee "at least 10 times." Though he had eaten only three hot dogs and two Dixie cups, young Genova commented that he planned on taking full advantage of the freebies the remainder of the day.

For Jeanine Murphy and her five-year-old brother, Daniel, the big carousel was the main attraction of the day. "There isn't a long line for this ride—and it's not that scary for Daniel," said Jeanine while waiting for her ninth ride on the merry-go-round.

Though most youngsters didn't mind the wait, they did wish that there were more amusement rides. In answer to that inquiry, Charlie Fuschillo replied, "We're in the market for a giant Ferris wheel."

Though you probably wouldn't recognize the faces, the voices had to be familiar. Beginning at 8:05 a.m., when the very first teary-eyed child found its way to the paging booth, three dedicated women spent the next eight hours calling parents to pick up their kids, and literally had their hands and arms full.

"We must have had tons of kids come here," said Barbara Schaefer, who works in the Employee Service office in Plant 2. She said she had become very good friends with one five-year-old boy before his parents claimed him.

"He was very patient," Barbara noted. She looked down to see her current friend, a small boy, fast asleep in her arms.

Pat Sundman, from Plant 17, was spending her second picnic in the paging booth, after volunteering to work there both years. She could guarantee that the experience of comforting lost children was "certainly not dull," and that the festive mood of the picnic was a "refreshing change from the regular 40-hour work week."

Despite constant calls to parents over the microphone, Gail Salazar, also from Plant 17, claimed that her voice was still in good shape. Turning her attention to a small girl about two years old who was missing a name tag, Gail tried to cheer her up. "You really have to feel sorry for these kids," she said.

Those children that were overly upset at the prospect of remaining lost for even a short time were given ice cream and soda to help them relax. But all of the temporary visitors to the paging booth were guaranteed a warm, loving reception from the three young women.

Despite a minor derailment problem early in the morning, the gas-powered Long Island Railroad mini-train had another successful day circling its quarter-mile track. It was never late for an arrival or departure, in spite of the thousands of Dashing Dans and Danielles that boarded the train to experience a cool, refreshing ride.

Guiding the locomotive around the track more than 3,000 times were two experienced engineers—Bob Dejewski and Dominic Simone, both from Plant 7 in Calverton. Bob said that the same basic crew has manned the platform, with Dominic and himself as engineers, for the past five years. Putting the train into motion, Bob said that in all that time, and all those trips, they had never once run into another train.

During a brief respite, Dominic said that though the scenery never changes, he enjoys running the train year after year. He noted that railroad work must be in his blood because his father was an engineer for the LIRR.

"This is the only place you can see so many smiling faces," he said, adding that as long as the kids have a good time, he enjoys taking them around.

Both the LIRR and Calverton Express minitrains are checked out mechanically before they start their runs in the morning. But Bob and Dominic had their passenger lines increase dramatically for a while when the Calverton train broke a fan belt, putting it out of action.

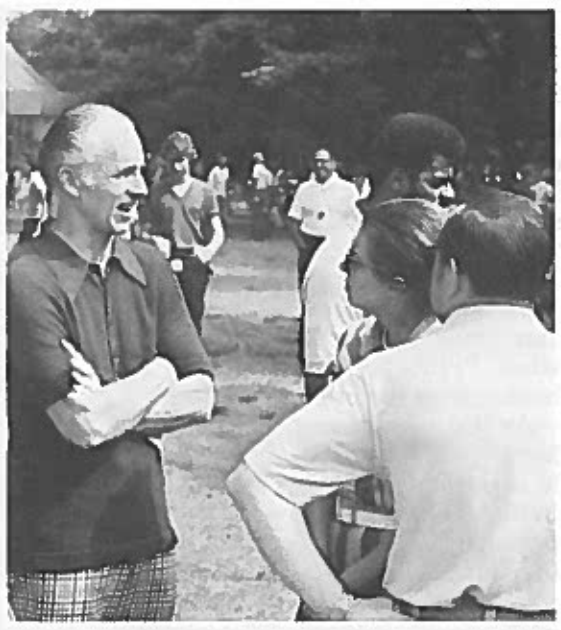
But by late afternoon, both trains were back in operation, chugging full steam ahead on yet another trip through the scenic woods of the picnic grounds.

At 6 a.m., Stan Miron and his crew began setting up one of the most popular attractions at the picnic—the beer booth. With about 80 empty half-kegs scattered around him, and with 30 years of picnic experience behind him, Stan had some observations on beer drinkers and distribution, past and present.

"These new tapping devices make it easier and faster for us to tap and switch kegs," he said. This way, Stan explained, you don't see the geysers of beer spouting up in the air because of a bad tap. He estimated that they can now pour three cups of beer to every one they could pour in the past.

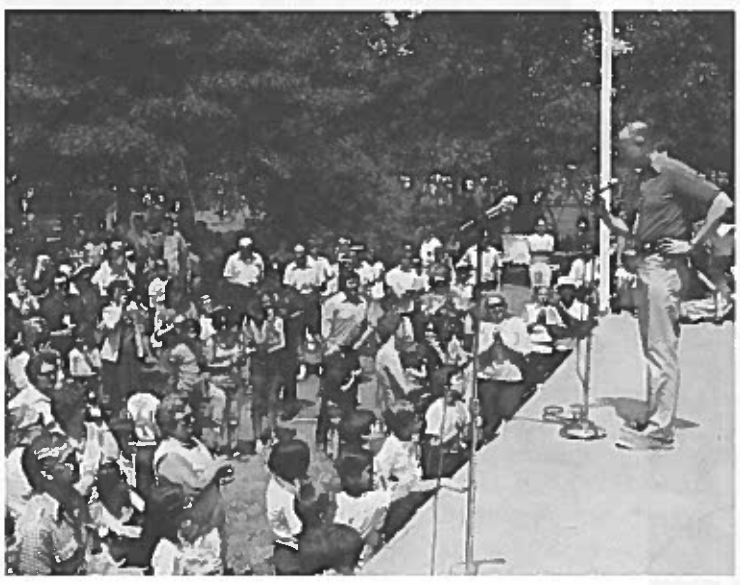
In all, more than 170 half-kegs were emptied during this picnic and Stan, from Plant 21, noted that some people were bringing the strangest containers up to the counter for them to fill.

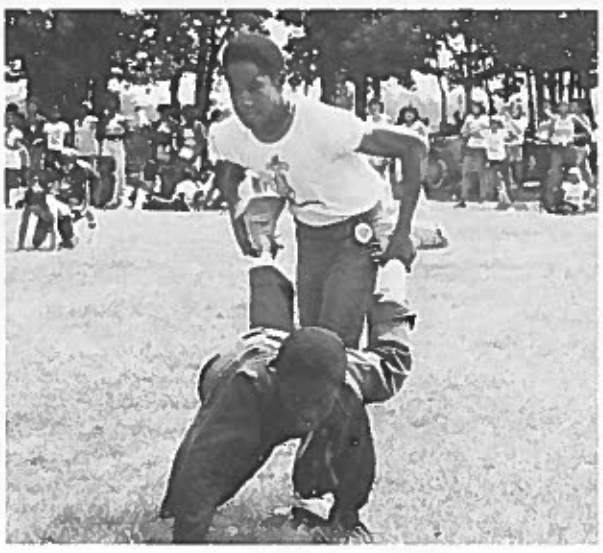
"Years ago," he said, "people would bring up regular glass beer pitchers for us to fill. Now, they bring up glasses and pitches in every shape and form."



It was a long memorable day for the Ben Leotta family—the first Grumman clan to enter the picnic grounds this year...and almost one of the last to leave. Ben, his wife Joyce, five-year-old Anthony, and eight-year-old JoAnn arrived at 6:15 a.m. "Last year, we waited on line to get in," says Ben, an eight-year veteran in Production Control. "This year, we wanted to have a picnic table near the kiddie rides, so we decided to arrive a little earlier."

While his children took advantage of the rides and hot dogs, Ben (after eating six hot dogs and four ice creams) took to the softball field. It was there that his wife found him after the booths and rides had already closed for the day. "We certainly got our money's worth," says Ben.





As 16-month old Michael roamed in the nearby playpen, and his two-year old sister, Jennifer, sought liquid refreshment at a nearby water fountain, June Kershaw began cleaning up the picnic tables with her friends after an afternoon in the sun. Her husband, Gary, from Plant 2, was noticably missing.

"I don't know where he is," said June, as she reached for a cooler to start loading up the left-over relishes. "Probably over watching the boxing with the other guys."

As the other women in the group joined in the clean-up operation, June declared, "This is really a pain in the neck, but I enjoy it anyway. It provides a different surrounding for the kids."

June and Gary came to the picnic with another couple, and joined up with other workers from Gary's department. This was their second picnic, and June said they will probably make it an annual thing. "I really love the picnic," she said, even in spite of the work.

Photos by Rich Breunig and Gerry Costello

SPECIAL SUPPLEMENT

GRUMMAN plane news

JULY 1976

Photos by Bob Settles

Adm. Bill Harris– man on the move

Although he has business headaches that must rival those of the country's top corporate executives, Rear Adm. Bill Harris looks unflappable.

As COMMATVAQWINGPAC and COMLATWINGPAC, the soft-spoken native of Texas makes his headquarters at the naval air station at Whidbey Island, but his related duties keep him on the move. Admiral Harris has direct responsibility for the operational readiness of light and medium attack forces in the Pacific, and for carrier-based electronic countermeasures aircraft in both fleets. To get the job done his area of concern is extensive.

Harris oversees the coordinated efforts of more than 26,000 military and civilian personnel (annual payroll for his forces is a whopping $410 million), four naval air stations, six ships, one aircraft carrier, 360 planes in seven medium attack and 15 light attack squadrons and 10 ECM squadrons, and facilities valued at $1.9 billion. Overseeing such an establishment keeps the admiral jetting between Whidbey and Leemore and Alameda in California, or to Fallon in Nevada, with an occasional trip aboard one of the carriers.

How does he keep his arms wrapped around his duties? "The spot I came from—Operations officer for the Pacific fleet—was kind of a natural for this assignment because you're looking at the big overall picture, including operations, plans, and aircraft. I have to do the same kind of thing here. And there is a lot of compatibility between the light and medium attack communities. Sure, airplanes are different and have specific missions, but what the heck, they all have a stick and a 'go' handle and they all fly. They all do similar things. Of course, you have to be very familiar with the airplanes themselves, and the systems and engines."

The "bottom line" for the admiral can be gauged when the various squadrons and ships are ready for sea duty. According to Harris, it all comes together when the planes go aboard the carrier. "That's where you get to see the end product of your training."

Admiral Harris sees the introduction of TRAM (target recognition attack multi-sensor) into fleet units as one of the Navy's top attack priorities. TRAM, which consists of infrared and laser sensors combined with multi-mode radar for target identification and ranging, provides the bombardier-navigator with a television-type picture of a target, even those invisible to the naked eye or radar. TRAM includes a laser-guided (smart) bombing system that will allow the B/N to lock onto a target and launch a bomb that can be guided automatically by laser beam to the target.

"We're pushing very hard to get TRAM into the fleet because we need that 'smart' capability," said the admiral. "Grumman has been very good to us up here as far as bending over backwards to help us meet our commitments and by supporting us in both the EA-6B and A-6E. The most important thing that you can do for us in Grumman is to insure that the quality control is absolutely perfect before you ever let us have one of your airplanes."

Admiral Bill Harris, a former attack fighter and helicopter pilot, participated in the initial strike operations in Vietnam with Attack Squadron 146 in August 1964, then served as commander, attack carrier air wing 2; air wing training and force training officer for Pacific fleet; commander, USS Seminole, commander, USS Coral Sea; before reporting to the commander-in-chief Pacific fleet for assignment as fleet operations officer, then assistant chief of staff for operations and plans.

Attack pilots have to press on, at times against the heaviest of odds, to hit their target. Admiral Bill Harris sees his job as "pressing on" to get the best systems into the fleet to even up those odds.

R.E. Silhan | R.J. Nicholes | R.J. Froehlich | F. Bollero | J.T. Minerva | J. Donato | G.A. Isaksson Jr. | L.P. Corneau Jr. | W.C. Pierce

W.E. DeMasters | R. Lenhart | G.A. Schiel | E.G. Rasmussen | J.R. Dombkowski | E.G. Grabowski | D.J. Malone | T.L. Brierton | M. Cartabuke

E.A. Kaiser | W.E. Haacke | G.D. Reuther Jr. | C. Huebner | D.E. Fredericks | R.A. Reiss | R.A. Ossenfort | G. Ludwig Jr. | W.M. Petersen

service milestones

40

William J. Kane, Prod. Ctl. (2)

William T. Crooke, Insp-Tooling (2)
Robert B. Munro, Environ. Dynamic Test (6)
Clarence P. Gibson Jr., Trans-Equip. Maint. (20)
John A. Otero, Cntls. & Mech. (25)
Arthur J. Gross, Engg. Resources (25)
William C. Singer, Q.C. Supplier (30)
Ralph Clark, director, Washington Operations
Donald F. Brent, Field Service supervisor (57)

35

William E. Voigt, Hydraulics (2)
Godfrey E. Mattson, Proj. Proposals (2)
Philip Melara, Sys. & Facl. (2)
Brian D. Evans, Sys. & Facl. (2)
John D. Matthews, Program Mgmt. (2)
Robert W. Hansen, Form Block (2)

30

Thurber Duff, Pride Line (2)
John E. Flynn, Invent. Cntl. (2)
Robert W. Eberhardt, Templates (2)
Angelo A. Petrone, Final Assy. (3)
Edward J. Braja, Flight Dev. Ops. (7)
Anthony DeLouise, Fuselage Joining (27)
William A. Bellmer, Req. Plng. (30)
Edward A. Ellison, Prog. Estimat/Pricing (30)
Kenneth A. Markwalter, Mech/Struct. Fluid Lab. (43)
A. L. (Tippy) Messina, Field Service (79)

25

Joseph Gattulli, Fuselage Assy. (1)
Raymond E. Silhan, Methods Engg. (1)
Ralph J. Nicholes, Material Shortage Cntl. (1)
Raymond J. Froehlich, Maint-Facl. (1)
Fanffall Bollero, Elect. Des. (1)
Jerome T. Minerva, Tech. Directives (1)
Joseph Donato, Insp-Elect. (1)
Gustave A. Isaksson Jr., Press (2)
Louis P. Corneau Jr., Spotweld (2)
Richard Mosco, Parts Paint (2)
William C. Pierce, Pride Line (2)
William E. DeMasters, Pride Line (2)
Ronald Lenhart, GSE Mech. (2)
George R. Crawford, Tanks & Ducts (2)
Gunther A. Schiel, Tanks & Ducts (2)
Joseph R. Schnitzer, Hydraulics (2)
Ernest G. Rasmussen, EBW-Final Assy. (2)
John R. Dombkowski, Jigs & Fixtures (2)
Edward G. Grabowski, Conv. Mach. (3)
David J. Malone, Chem. Mill (3)
Thomas L. Brierton, Chem. Mill (3)
Albert W. Pilnacek, Wing Final Assy. (3)
John A. Grimaldi, Fuselage Assy. (3)
Michael Cartabuke, Center Sect-Final (3)
Edmund A. Kaiser, N/C Mach. (3)
Walter E. Haacke, Mach. Ops-Tech. Serv. (3)
George D. Reuther Jr., Elect. Test (4)
Charles Huebner, Prod. Plt.—Mgmt. & Stf. (4)
Douglas E. Fredericks, Aux. Sys. & Arma. Cntl. (4)
Ronald A. Reiss, Comm. & Spec. Prod. (4)
Rudy A. Ossenfort, Support Equip. Prod. (5)
George Ludwig Jr., Support Equip. Prod. (5)
Daniel V. Cusick, Cent. Setup Area (5)
Frank J. Horsch Jr., Struct/Mech/Environ Test (5)
Walter M. Petersen, Estimating/Pricing (5)
Hans G. Biegler, Paint (6)
Walter Hoehne Jr., Structures (6)
Charles J. Abrams, Prod. Cntl. (6)
Roy R. Gilmore, Ship & Spares (6)
Andrew M. Schneider, Simulator Dev. (7)
John Schmidt Jr., Elect. Test (14)
Kenneth J. Schakenback, ILS Cust. Orders & Rec. (15)
Lawrence J. White, Cent. Shipping Cntl. (17)
Anthony M. Russo, Cent. Shipping Cntl. (17)
Everett M. Green, Cent. Shipping & Pkg. (17)
Stanley J. Kadluboski, Cent. Shipping (17)
Albert H. Bechhoff, Cent. Receiving (24)
Henry G. Wacker, Receiving Insp-Gen. (24)
George DeOstiguy, ILS Support Sys. (25)
Ralph Milito, Cent. Sect-Sub. Assy. (27)
John G. Foley, Procurement Serv. (30)
Maurice Cavallaro, Material Shortage Cntl. (30)

H.G. Biegler | W. Hoehne Jr. | C.J. Abrams | R.R. Gilmore | A.M. Schneider | J. Schmidt Jr. | K.J. Schakenback | L.J. White | A.M. Russo

E.M. Green | S.J. Kadluboski | A.H. Bechhoff | H.G. Wacker | G. DeOstiguy | R. Milito | J.G. Foley | W. Szatkowski | C.R. Richardson

F.G. Rini | W.J. Muller | M.R. Mack | F.E. Renkewitz | N.P. DeMarino | W.L. McKinnon | J.C. Maraglio Jr. | D.E. Masler | M. Delbuono

S. Musinski Jr. | C.H. Mahady | A. Adamo | E.J. Purtill | J.A. Madeiros | O.T. Gallo | J.S. Zukowski | R.J. Groesbeck | H. Dishington

Walter Szatkowski, FAC Admin. (30)
Charles R. Richardson, Maint. Admin. (30)
Frank G. Rini, Gen. Acct. (30)
William J. Muller, Tech. Writing (34)
Mildred R. Mack, ILS Secy. Serv. (35)
Fred E. Renkewitz, Loads & Criteria (35)
Nicholas P. DeMarino, Ops. Qual. (35)
William L. McKinnon, Sub-Assy. (36)
Joseph C. Maraglio Jr., Mfg. Admin. (36)
Daniel E. Masler, Prod. Mfg. Budgets (40)
Michael Delbuono, Mech/Struct. Fluid Fab. (43)
Stanley Musinski Jr., EP Circ & Mod. Fab. (43)
Charles H. Mahady, Elect. Wire Prep. (44)
Anthony Adamo, Prod. Cntl. (44)
Edward J. Purtill, PSS Resource/Supp. Serv. (60)
John A. Madeiros, Insp. (77)
Onofrio T. Gallo, FAC Serv. (77)
John S. Zukowski, A/C Sys. Serv. (88)
Robert J. Groesbeck, Maint-Facl. (HQ)
Henry Dishington, Grumman Houston

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August A. Krastel Jr., Sub-Assy. Maj. (1)
Patsy P. Giannetta Jr., Fuse Fwd. Sub. & Maj. (1)
Thomas R. Haller, Plant Mgt. (1)
James Karika Jr., Program Mgt. (1)
Andrew C. Pfortsch, Prog. Mgmt.—F-14A (1)
Robert A. Click, GSE Mech. (2)
Hugh C. Grandison Jr., Propulsion Test (2)
Joseph Scelza, Prod. Ctl. (2)
Paul M. Pedersen, Baseline Mfg. Plans (2)
Fortunata A. Pasquarella, Equip. Tech. (2)
William H. Dunekack, Honeycomb Dets. (3)
Robert J. Collins, Center Sect-Final (3)
Edward J. Matis, Prod. Plt. Mgt. Stf. (3)
Walter Ciskowski, Crewloading (3)
Alexandro Conte, Out-of-Prod. Spares (4)
Thomas L. Agiesta, Program Mgmt. (4)
Michael Bordonaro, Instrum. Test (5)
Peter C. Fales, Presentation Serv. (5)
Richard A. Grigat, Structural Test (5)
Raymond Sala, Environ. Dynamic Test (5)
Robert E. Dowd, Ops. Analysis (5)
John W. Kellett Jr., Adv. Aircraft Sys. (5)
Bruno A. Maiolo, Business Plng. (5)
Clyde N. Stover Jr., Resources Mgmt. & Stf. (5)
Norman L. Garms, Repro. Serv. (6)
Francis A. Doddato, Plant Stores (6)
Edwin J. Cartoski, Flight Crews (7)
Gerard R. Kern, Flight Avionics (7)
Robert W. Hubbard, Elect. Fab. (7)
George H. Tweed, Maint-Rearrangement (12)
Odd E. Sangesland, Thermodynamic Sys. (25)
Harry J. Newman, ILS Logistic Serv. (25)
William B. Lamm, Sub-Assy. Maj. (27)
Leonard Trifaro Jr., Maj. Assy. (27)
Barbara H. Fox, Ins. & Records (28)
Bernadette Shea, Materials & Acct. (30)
Everett K. Bennett, QC Insp. Mgmt. (35)
Thomas R. Hughes, Plant Mgt. (36)
Joseph LaRocca, Training & Dev. (39)
Frank B. Rom, Elect. Box Pan. & Draw. Fab.(43)
Thomas Rabbitt, Req. Planning (43)
Donald J. Sheehan, Ops. Mgmt. & Stf. (43)
Robert R. Ruotolo, Material M/S (44)
Arthur C. Duffield, Field Base Admin. (94)
Arthur H. Hamblin, Grumman Houston
Lawrence Langan, Grumman Houston

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Frederick A. Caretto, Insp-Mech. (1)
Richard A. Petrucci, Methods Engg. (2)
Marcus A. Weisgerber, Maint-Facl. (2)
William W. Buchman, N/C Mach. (3)
Peter D. Tyer, Systems (4)
Harold P. White Jr., Presentation Serv. (5)
Charles R. Belensky, Grd. Test Instru. (5)
Jack D. Ingold, Customer Req. (5)
Daniel T. Crowley, Corp. Systems (5)
Joseph R. Bolze, Meas. Stnd. Engg. (6)
Dennis J. Becker, Q.C. Lab. (10)
William E. Nelson, PPO—E-2 (15)
Eileen M. Noon, Program Mgt. (15)
John P. Hanish Jr., Life Sciences (15)
Edward Hiller Jr., Trans-Ops. (20)
Joseph Bartolotta, ILS RF & Video Engg. (25)
Edmund S. Schiavoni, Pricing & Proposals (30)
Walter G. Dey Jr., ILS Tech. Illus. (34)
Charles A. Parente, Dynamics (35)
Stephen M. Greene, ILS Servo/Trng. Dev. Engg. (36)
Frederick Steenson, B/P Warehouses (37)
Ralph Lishansky, TS Cust. Trng. (39)
Thomas J. Welch Jr., RF & Video Engg. (40)
Pasquale J. Sanatar, Ops. Software Dev. (40)
Peter Beaton, Stabil. & Cntl. (87)
Daniel H. Egan, ILS Pubs. Mgmt. (87)

Eleven earn degrees in new grad program

Eleven Grummanites have earned the first Masters degrees awarded in a graduate program in Applied Mathematics and Statistics conducted by the State University at Stony Brook and initiated by the Training and Development Department as a special program in 1973.

These graduate students, mostly engineers and people from technical areas of Grumman, completed 32 credit hours of these advanced courses, eight of which could be earned through thesis research. The continuing program is available to individuals with undergraduate degrees in engineering, physical sciences, or social sciences and opened in the evening at Bethpage High School.

Because they took more than the usual number of courses for a semester, William Barber of Customer Training, Plant 39, and James Kobus, Operations Analysis, Plant 5, were granted their Masters on an accelerated basis last December. Grummanites who were graduated from the three-year program in June are: Brian Brachio, Integrated Logistics Systems, Plant 25; Dominick Cermignani, Antennas and Radomes, Plant 35; Jerry Cronin, ILS, Plant 25; Allan Dinn, ILS, Plant 15; Jack Fox, Mission and Systems Analysis, Plant 5; Dejan Ninkovich, ILS Service and Training Development Engineering, Plant 5; Ken Sullivan, Radar, Plant 5; Herb Stadmore, Antennas and Radomes, Plant 35, Jim Wilder, Operations, Analysis, Plant 5.

For information on the program, call Tom Reid of Management and Professional Development, Ext. 84413.

We'll be back...

We're going to close down for staff vacations for the next couple of weeks. Although the PLANE NEWS office in Plant 5 will be covered for telephone messages (Ext. 87118) during the period, the next issue of PLANE NEWS won't be delivered until Friday, August 27.

Idea winners...

(Continued from page 1)

Frank Messina, selects the grand award winner. This year, as well as last year, the executive committee awarded two grand prizes.

Second level award winners of a $500 Savings Bond and an engraved bowl included Daniel McKeown from Plant 7, whose original award totaled $2,600; James Lindsay of the F-14 Iran Program and Frank Zahra of Plant 7, who shared the $500 in bonds for an idea that originally netted them $2,350; Joseph Cavola of Plant 3, whose original award was for $1,625; and Thomas Connor and Joseph Falco from Plant 3, who again shared the prize money for an idea which originally earned them $1,500.

Third level winners of a $100 U.S. Savings Bond were Santo Licciardello, Plant 3; Charles Skippon, Plant 8; Patrick Hughes, Plant 34; Gus Hudo, Plant 3; and John Peterson, Plant 6.

Big ideas, big rewards. Grumman Aerospace Chairman and President George Skurla presents the Project Sterling Grand Award winners their savings bonds and engraved bowls. Pictured with Skurla are (L to R) Willard Rutherford, Charles Kocka and Frank Savage. (Photo by Fred Annette)

calendar

Aikido Club: every Mon. & Wed., 5:15 p.m., Pl. 35 cafe; Japanese Martial Art; L.I. Aikido Federation; all guests welcome. Bob Bauman, x3886/Mike Stock, x84014.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39, classroom 1; closed meetings. Personnel Relations, x3521; **Calverton:** every Mon., 4-5 p.m., Pl. 8 trailer.

Chess Club: every Tues., 5 p.m., Pl. 30 cafe; guests welcome. Pat Charovkine, x9387.

Coin Club (Bethpage): Wed., July 28, 12:05 p.m., Pl. 25 vendor conference rooms; informal lunchtime meeting. Ken Hale, x3717.

Coin Club (Calverton): every Fri., 1st lunch period, instrumentation conference room, Pl. 6; visitors welcome.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. Sid Stone, x6483/Frank O'Lear, x7336.

Fencing Club: every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, x86048.

Folk-Dancers Club (Calverton): every Tues., Thurs. lunchtime, receiving area, Pl. 6; all welcome. Virginia McGoey, x517-6770.

Grumman Dance Club: every Thurs., 5-7 p.m., Pl. 28 auditorium; hustle, folk & ballroom dance lessons; all welcome. Marvin Brown, x87307.

Grumman Family Campers: campout Aug. 27—Sept. 6, Duck Neck Campground, Chestertown, Md.; reservation only. John Cornacchia, x515-3625.

Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. Ray Muntz, x86101.

Grumman Toastmasters Club: July 28/Aug. 11, 5 p.m., Pl. 25 conference room 1C; local chapter; regular meeting; all welcome. Tom Smith, x87360.

Karate Club: every Mon., Tues., & Thurs., 5:30-7:00 p.m., Pl. 35 cafe; building character thru physical exercise & self-defense; all Gru employees & their families welcome. Hy Dreksler, x86812.

Stamp Club: first 3 Wed. of each month, 5 p.m., Pl. 30 cafe.

Announce swine flu shot program

Between now and the end of the year 200 million people in the United States will be offered swine flu shots in the biggest immunization program in history. Some experts doubt that swine flu is really a threat, still most health officials think it is better to be safe than sorry. So last April President Ford ordered the immunization program on the advice of experts who suspect that the swine flu virus may be the same as the one that contributed to the deaths of so many people in the worldwide pandemic of 1918-1919.

Grumman Aerospace Corporation will take part in the nationwide swine flu vaccination plan scheduled for the fall, says Dr. Robert Jessup, Grumman Medical Director. Since participation in the program is voluntary, each employee is expected to sign a consent form for vaccination.

There will be two phases to the vaccination program. The first involves the innoculation of those over 65 years of age and those with a history of heart disease, chronic lung disease, diabetes, neurologic diseases, or any other chronic diseases. Dr. Jessup advises those who have any doubt about whether they belong to this so-called "high-risk" group to consult their own physician.

All other employees will be innoculated during the second phase of the program. Since the two forms of vaccine differ significantly, individuals in the second group should not include themselves in the first phase.

According to Dr. Jessup, the side reactions for the new vaccine are reported to be similar to those of the usual influenza vaccination and can easily be controlled by aspirin or an aspirin substitute. He says that people who have an allergy to eggs may not volunteer for vaccination and those who are pregnant must confer with their own doctor for immunization.

These plans pertain only to Long Island plants, says Dr. Jessup. All off-Long Island sites will have to make arrangements with their local board of health units to participate in the flu innoculation program.

Vaccinations will be scheduled at plants where there are First Aid stations. Further information will appear in future issues of Plane News.

Two trips on tap

The Grumman Athletic Association recently unveiled its latest vacation offerings. Grumman employees, retirees and their family members will have the opportunity to spend the Thanksgiving holidays in the bustling city of London or on the sandy beaches of St. Lucia in the Caribbean.

Slated for November 20-27, the St. Lucia trip costs $450 per person.

Registration will take place on Tuesday, August 3, at 5:30 p.m. in the Plant 28 lobby. Names will be drawn to determine order of sign-up. At that time, deposits are due ($100 per person, checks payable to Austin Travel Corporation). The balance must be paid by October 15.

For the price of $319 per person, you and your family can journey to merry old England, November 23-29.

You must be present at the registration on Wednesday, August 4, at 5:30 p.m. in the Plant 28 lobby. The same procedure as the St. Lucia sign-up will be followed. A deposit of $100 per person is required at that time.

If you have any questions, call GAA on Ext. 2133 or 2269.

obituaries

FRANK VERNON of Food Service Acct., Pl. 2, died June 10 at the age of 60. He had been with the company since 1944 and lived at 70 Cherry Drive, Plainview.

STANLEY HOLUB of Maintenance-Rearrangement, Plant 36, died July 4 at the age of 59. He had been with the company since 1967 and lived at 207 Maragret Dr., East Meadow.

ROGER L. CHEEK of Support Equipment Services, Plant 35, died July 9 at the age of 25. He began working for Grumman in June and lived in Thomasboro, Illinois.

WILLIAM B. HATCH of Ops. Qual. Surv/Sys. & Proc., Plant 35, died July 14 at the age of 58. He had been with Grumman since 1951 and lived at 59 Dartmouth St., Rockville Center.

JOHN A. DOMBROSKI of Fuse Fwd. Sub. & Major, Plant 1, died July 15 at the age of 59. He had been with the company since 1950 and lived at 926 Richmond Rd., East Meadow.

retirees

The following men and women are scheduled to retire from the company in July. On behalf of their fellow workers, PLANE NEWS wishes them well in their retirement.

Ernest G. Apps (44); Robert H. Bailey (30); Myron Bartleski (36); Alfred Berthinet (5); William P. Bonner (18); William Bouwmeester (5); Jerome T. Buscemi (30); Frank R. Chieffo Sr. (6); Francis P. Conway (6); Louis J. Culmone (2); George W. Davis (43); Alexander J. DeLorenzo (3); Vincent DiNardo (3); Laurence Egan (43); Frank F. Ertl (6); Joseph J. Fisch (77); George W. Fleenor (6); Gerald W. Fordham (17); Howard M. Francisco (43); Harvey Goldman (43); George Gonzales (3); Henry O. Grack (40); Frank Gruszczynski (2); John F. Hehir (3); Harry Hennessy (14); John R. Holub (15); Melvin R. Ibe (5); John E. Juppe (2); Joseph Kalas (3); Elmer J. Kane (25).

Also, Peter Katalo (1); John J. Keenan (18); Milton Keitel (4); William J. Larkin (6); Frank Leonardo (1); William G. Lindahl (2); Archie MacGregor (40); Joseph Marzano (2); Eugene T. McGreevy (3); John T. Millano (43); Nicholaus Mock (21); John D. Nicoletta (1); Joseph A. Pozun (1); John F. Purdy (44); Sidney A. Rouse (1); Eric A. Sandelin (27); Raymond J. Schultz (2); George J. Slicklen (44); John L. Somers (30); Howard Spegele (6); William Sternkopf (43); John A. Vaughan (25); Donald H. Whitlock (2); William O. Wilson (3); Melroy C. Wypler (24); Frank Young (1).

scorecard

The Turtles successfully defended their title in the 1976 Publications Volleyball Spring league. After a hotly contested double elimination tourney, the Turtles swept the Snails in the finals by scores of 15-9, 15-10, 16-14. Over 80 players participated in the spring competition, says league commissioner Bill Costanzo.

In the finals, Turtle captain Bob Scott, Ken Kretschman, and Chris Bevington took advantage of fine assists by the backcourt players to score crucial points. A desperate attack by the Snails' Len Bagorrazi, Ken Crawford, and team captain Ben Plawski ended in defeat when solid hits were dug out by Turtle cornerbacks Jim Curry, and John Riccobono. Phil Ferreri and Mickey Rowles contributed key assists as setters. Solid performances were also turned in by both Pat Shannon and Karen Strebel of the champs and Rosemary LaNoce of the runners-up.

Winners or losers? It's difficult to tell from the faces, after the annual Pubs volleyball tourney. Members of Turtles championship team, happily pose with runners-up, the Snails.

Kegler klinic

If you completed the last bowling season with the warning to fellow keglers "Just wait until next year," then the GAA-sponsored bowling clinic might be advantageous to you.

Led by pro instructor Frank Varipapa, the clinic will take place at the Sheridan Bowling Academy, Jericho Turnpike, Mineola, on July 27-28, and August 3-4, from 5:15 to 7 p.m. For additional information, contact Herb Mahoney in the GAA office on Ext. 2133 or 2269.

In Plant 27 arena...

Though their championship road wasn't smooth, Ernie Fenamore and Joe Goulding combined forces to capture the Plant 27 shuffleboard tourney title. In the semi-finals they were bumped into the losers bracket by John Arcara-George Ciullo, 64-51, 76-50. Ernie and Joe beat Pete Kost and Alice Sokol, 74-20, 66-44, to earn another shot at the Arcara-Ciullo team, and reversed the verdict forcing the tourney into final showdown. Fenamore and Goulding won the finale, 63-44, 53-61, 62-20, 49-66, 51-61.

In the annual Plant 27 quoits competition, Hal Corley and Roy Harvey won the 1976 crown. They cruised along undefeated until the final round when the duo of Art Lim and Buddy Baumann beat them, 22-14, 11-23, 23-17. In the finals, Corley and Harvey returned to their winning form and defeated Lim-Baumann, 21-9, 21-12, 21-14.

Karate class. The Grumman Karate Club will be initiating a new beginner's class in August in the Plant 35 cafeteria. (Photo by Rich Breunig)

Karate kudos

Kudos to Glyn Fasano, Jon Kirkup, Peter Akl, and Jack Lawniczak! Members of the Grumman Karate, Fasano and Kirkup were promoted to brown belt and Akl and Lawniczak advanced to green belt status. The club, led by black-belt instructor Jean Esquerre, presently has six brown, 13 green, and seven white belts.

In August the club will be initiate a new beginner's class. Instruction will be held in the Plant 35 cafeteria on Mondays and Wednesdays from 5:30 to 6:30 pm. The club is open to all Grumman employees and their families. For further information, contact Hy Dreksler, Ext. 86812 or John Cattonar, Ext. 3664.

Making strong bid for No. 1

The women on the Grumman softball varsity are anxiously awaiting their next game against AMF. At mid-season, AMF is sitting pretty in first place with an undefeated record of 5-0. The Grumman squad would have the same standing but AMF handed them a crushing 10-3 defeat in the season opener.

In recent years, varsity team managers have predicted success for the Grumman team. But as the season progressed, the squad had neither the offensive punch nor the defensive ability to live up to those forecasts. This year it's different. The women's team, at 4-1, has the same depth of former Grumman championship teams.

Though the Grumman players dropped their first game, they rebounded nicely against Fairchild Camera, 19-2. Wende Eccles and Carol Goodwin accounted for four and three RBIs, respectively. Carol Mayer pitched a four-hitter.

On their way to the second victory, Eccles slammed her second and third homer of the young season and Debbie Bianco also punched one over the wall in the 25-3 assault against Saxe-Mitchell. Highlight of the contest was an eight-run sixth inning when Grumman connected for four doubles.

The varsity staged another well-balanced attach against Citibank. In the 15-5 victory, pitcher Mayer grabbed a line drive and converted it into a double play. The women quickened the winning pace in the fifth by sending home four runners. Pat Ogilvie drove in two with a single and that performance was followed with a two-run homer by Bonnie Dressler. The hitting honors, however, went to Joan Schwab who went four-for-four, including two singles, a triple, and a three-run homer.

In its latest victory, Grumman defeated Citibank, 6-5. Linda Scharge returned to action after a four-game absence to slam her first and second homer of the season. That accounted for four runs.

The varsity squad now stands at 4-1—only one game shy of the coveted first place berth in their division.

Keglers needed

The Grumman Gold Mixed league is looking for new members to join its bowling ranks. The league starts September 8 and bowls each Wednesday at County Line Bowl, Farmingdale. For more info, contact Gene Harms, Ext. 84289.

Softball moves into high gear

As in the past, this year's softball league season offers a variety of diamond tales. On June 1, just as the Woodpeckers and the Mets were warming up for their Tuesday afterhours game, the now famous "baby twister" came storming down the Bethpage runway. All players made it to the safety of their cars in time to view segments of the roof of the Plant 2 annex fly off. As one player said afterwards, "It was the first time a Grumman game was 'tornadoed out.' "

Catcher Matt Myles of the Pickups created a storm of his own on the Monday after-hours softball circuit. He has never played softball in his life—a fact the opposition found hard to believe. The rookie stepped into the batter's box four times and connected for two singles and a triple. His offensive debut was not the only highlight of the game, though. Myles made a diving catch of a pop-up and tagged a runner out at home plate—all in the first inning.

In his pre-season report, Great River league commissioner Bob Albert predicted this year's frontrunners would be the Oldtimers, the Duds, and the Spirit of '76. At midseason, the commissioner's forecast still holds true.

The Duds, who finished last year one game behind the champion Oldtimers, presently reside in first place with a record of 4-0. The Duds' strong offensive line-up, which features outfielders Ray Tiedeman and Ken Reifschneider and infielder Bob Klewicki, handed the defending champs their only loss of the season. In the 4-3 contest, Reifschneider, Klewicki, and Bill Masone knocked in all the runs. Winning pitcher was John Neville.

At mid-season break, the Oldtimers share second place slot with the Spirit of '76, a team which has improved considerably on last season's sixth place showing. The Pickups are running a distant fourth with one win and three losses, while the Misfits reside in the cellar for the second year in-a-row, with no victories and six defeats.

Spirits moving

In the Calverton lunchtime league, the '75 champs, the New Breed, opened their season with a 14-4 victory over the Watermelons. Second baseman Ray Viola went two-for-two at the plate and had two RBIs. Hank Buthmann chalked up his first win as a pitcher. In their second win, first baseman Charlie Tyler batted 1.000 (two singles, a double and a homer with two RBIs.) In the Breed's 18-10 win over the Electric Co., outstanding batters were John Rustman, Jim Valetutti, and Al McCaffery.

The Spirit team managed to outscore Beat the Frog, 9-8. Third baseman Butch Kruse hit two runscoring singles. Pitcher John Ryan also knocked in three runs with his double and homer. The score was repeated when the two rivals met again. This time, the Spirit's catcher Bill Toney blasted one over the fence. Teammate Jim Atkins went four-for-four. The Watermelons dropped their fourth game of the season to the Spirit, 3-7, even though outfielder Bob Brown hit a homer and a triple. Big guns for the victors were Atkins (three-run homer) and Ed Collins (two-for-two, one RBI).

Shadows on prowl

In Wednesday Nite action, after two-and-a-half innings, the Goons held a 6-0 lead, thanks to the powerful hitting of Bill Foote and Dan Brady. The Shadows rallied for five runs in the bottom of the third, with Nick Catania and Chris Hoffman hitting back-to-back doubles. The Shadows wrapped the game up in the fifth by scoring five runs on consecutive hits by Mike Gabriel, Stu Kornreich, Schwab, Willie O'Connell, and a sacrifice fly by Charlie Bosch.

Pack your lunch for All-Star tilt

Over 10 years ago, a plant softball league champs could test their talents against other league titleholders inside at the annual lunchtime tournament. Fans of each plant squad would crowd the softball fields during lunch to root for their favorites. Now, a decade later, an all-star battle is slated involving Plants 1, 2, and 3 to determine which facility sports the cream of the softball crop.

The Bethpage all-star lunchtime games will take place during the following lunch periods at high noon:

PLANT 2 vs. PLANT 3—July 26/27 (first day at HOME; second day on opponents field)

PLANT 1 vs. Plant 2—July 28/29

PLANT 3 vs. Plant 1—August 2/3

Tix on sale

Tickets for the second Grumman Nite at Shea are now on sale in the GAA office in Plant 30. On Friday, August 27, the N. Y. Mets take on the Los Angeles Dodgers at 8:05 p.m. Admission is $3.50 per person. Round trip bus fare is also available for $2. For additional info, call GAA on Ext. 2133 or 2269.

More tix. . .

The only Grumman Nite at Yankee Stadium is Friday, August 6, when the N. Y. Yankees go against the Baltimore Orioles. Tickets—$4 a seat—will only be available until this Friday, July 30. Round-trip bus transportation from Plant 3 costs $2. Tickets are now on sale in the Plant 30 GAA office.

Paddle champs. Herb Mahoney of GAA (L) and tourney director Frank Malone (R) present awards to 1976 Bethpage table tennis winners (L to R) Dan Smith, Charlie Ballweg, Steve Lake, Tony D'Ambrosio, Clint Watson, and Roy Harris.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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